

5. Programme

5.1 Planned versus Actual

Key Activities / Deliverables	Original Completion Date	Projected Completion Date	Status
Publication of draft Bill	30 th Jun 2005	30 th Jun 2005	Delivered
OJEU for GI & Technical Advice	15 th Jul 2005	11th Aug 2005	Slight slippage due to further consultation and time required to accurately define the advisors work scope.
Funding approved	31 st July	31 st August	Formal response from SE awaited. 2004/05 Rollover funding expired end July.
Appointment of GI works contractor	September 2005	October 2005	Slight slippage anticipated but may be recoverable if post-tender interviews, to be held w/c 22 nd Aug, are successful.
Bill Introduction	31 st October 2005	31 st October 2005	On target
Appointment of GI Advisor	December 2005	December 2005	On target
Appointment of Technical & Design Advisor	December 2005	December 2005	On target
Achievement of Royal Assent	31 st December 2006	31 st December 2006	On target

5.2 Programme Summary

The parliamentary programme is continuing as planned with an action plan being developed with the aim of minimising the number of objections to the bill. The action plan will be developed during August and will use information received from the following sources:

- Lessons learned workshop with Tram Lines and Waverley Route advisors.
- Meeting with Parliamentary Bills Unit on 12th August.
- Consultation responses to the draft bill.

Procurement activity is progressing with SE to try and agree linkages between parliamentary and business case deliverables and procurement. The SE were very receptive to our initial thoughts on procurement and packaging options. The project team will now engage with Network Rail and BAA in more detail before conducting market tests.

Key activities for August are:

- Funding approval from Scottish Executive.
- Close of consultation period on draft bill.
- Identification of preferred supplier for GI works contract package.
- Appointment of Project Controller to maintain project plan and cost forecasting.
- Issue OJEU notices for GI and Technical & Design Advisors.
- Complete and implement action plan for management of the pre-bill submission process.
- Meeting with Parliamentary Bills Unit on 12th August.
- Meeting with Alastair Darling MP, Secretary of State for Transport/Scotland on 29th August, to brief him on the project.
- Completion of agreements and design for SE Pier works.
- Review of land referencing methodology with the Registers of Scotland.

6. Change Control

6.1 Approved Changes this Month

1	Se Pier Design	£70,535.80
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6.2 Anticipated Key Changes – Not Approved

	None anticipated this month.	
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6.3 Disputes, Claims and Early Warnings

Nil.

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7 Risk Management

The following key activities have been carried out on risk and insurance matters in the past month.

7.1 Completed Activities

- Governance arrangements for Earl Project defined;
- Increased resourcing of tie team;
- Placement of Professional Indemnity Insurance for tie Limited;
- Review of Ground Investigation ITT Documentation and issue to short-list;
- Review of progress in mitigating Key Project Risks relating to the following areas; and
 - 3rd Party Agreements and Funding Contributions
 - Bill Introduction
 - Project Insurance
 - Transport Modelling in conjunction with Line 2
 - Tunnelling Risks
- Support to Scott Moncrieff Internal Audit of Procurement Protocols including review of GI short-listing.

7.2 Planned Activities

We are currently pursuing the following key activities in order to mitigate project risks.

- Finalisation of ITT documentation including risk remits for Geotechnical Advisory Support and Technical Services and Design service providers;
- Finalisation of Operating Agreement for Promoter Role and conclusion on VAT position;
- Ongoing dialogue with key stakeholders – SE, PBU, BAA and NR;
- Development of action plan to minimise the number of objections submitted against the Bill. This could include explanation of the compensation protocol.
- Project Structuring for VAT exposure on Transfer;
- Re-affirming tie role in procurement of scheme and interface to rolling stock delivery;
- Refining Procurement Strategy in conjunction with SE, BAA and NR;
- Review of influence on operational system on existing Franchise Agreement;
- Review of potential risk impacts of 'very large' development plans for Trams, 2012 London Olympics, Crossrail and other key schemes;
- Review of software to greater assist the Management of Risk.

8. Safety Management

No issues.

9. General Update

- Consultation on draft bill closes 17th August.
- Scottish Executive have not formally confirmed next tranche of funding.
- GI works contractor ITT's issued.
- OJEU notice for GI and Technical & Design Advisors to be issued in August.

10. Decisions Required

- Authority to continue until the next tranche of funding is formally confirmed from the Scottish Executive. This is expected before the end of August.

Prepared By: Scott Prentice

Approved By: Susan Clark, Project Director

Date: 12th August 2005



Agenda Item 6b

Heavy Rail

b) EARL – Parliamentary Report *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



Paper to: tie Board, 22nd August
Commercial & in Confidence

Subject: Edinburgh Airport Rail Link
Parliamentary Report

From: Susan Clark

Date: 15th August 2005

Background

The Waverley Bill Preliminary Report was published in July 2005. Following this, the EARL team asked its main advisors to review its contents and comment on areas where EARL could learn, where action had already been taken and where more work was required.

In addition, the EARL team met with the Private Bills Unit on 12th August to review the draft documents submitted at the end of June.

This paper summarises both exercises and is to advise the tie Board on status in respect of the EARL Bill.

Meeting with the Private Bills Unit (PBU)

The PBU were given a copy of the following draft document for EARL at the end of June:

- Bill
- Explanatory notes
- Promoter's Memorandum
- Promoter's Statement
- Estimate of Expense & Funding Statement
- Environmental Statement
- Non Technical Statement

We received very positive feedback on the Promoter's Memorandum and Environmental Statement. We are being encouraged to add to the memorandum to include work concluded post June and also to reinforce the case for EARL, particularly the consultation process. The PBU would encourage us to add as much to this as possible to avoid evidence being sought later by the Committee.

More information is being sought in the Estimate of Expense & Funding statement as a result of some new determinations . This is aimed at reducing the other financial information sought by committee.

Points of detail concerning the Bill and Explanatory notes were discussed, but none of this will be difficult to resolve.

A plan is being developed this week to address this feedback along with feedback from the comments received from the wider publication of the draft bill.

Waverley Bill Lessons Learned

The preliminary report contains a number of suggestions for improvement of Promotion of future Bills. These key areas will be addressed here in turn.

Issue	Action
Management & Introduction of Bill	
Committee was clear in stating that further care should have been taken to prepare the proposal and the Bill prior to introduction. It urged that future promoters of Private bills should reflect carefully on their position and not seek to rush into Introduction.	EARL have published the Bill in draft over the summer to allow potential objectors time to engage with tie in advance of formal introduction. This has allowed further discussions to take place with potential objectors and the opportunity to discuss with us the various options. The Private Bills until have also reviewed the Bill and accompanying documents over the summer. This will allow further improvements to be made to the documents.
The Committee urged SE to consider if the project is being competently managed and to reflect on what action is required to improve the performance of the promoter and its advisors and consultants	EARL has reviewed the lessons from Waverley and also had a lessons learned session with Tram. This is allowing us to use the time between publishing the Bill in draft and formal introduction to engage with potential objectors and improve on our documentation.
Land Referencing	
The whole process of referencing affected persons was called into question by the Committee. EARL have used the same company – Land Aspects.	Land Aspects also carried out the referencing for SAK and Trams. EARL met with LA some months ago to discuss the lessons from Waverley. This resulted in a definition being created of “affected persons”, and methodology being produced and identification of locations where title was unclear. Registers of Scotland are undertaking a review of our methodology.

Consultation	
Committee noted the lack of effective dialogue with key stakeholders such as SEPA, SNH & Historic Scotland.	EARL team have had several meetings with all 3 statutory bodies and they have been involved in the review process of the ES & Bill both prior to and over the summer.
Committee felt that the rail link could play an important part in developing tourism and that this had not been fully explored	EARL has already met with visit Scotland and has another session planned to talk about marketing ARL for tourism.
A counter proposal for Waverley with alternative stations was not properly considered by the Promoter	A counter proposal for EARL was raised during the consultation process. This has been fully reviewed by EARL.
Business Case	
The Committee retains reservations that a number of business case assumptions are not reality	The EARL Design/Development Appraisal (DDA) has been undergoing a systematic review by SE & its Advisors to ensure assumptions are robust. A summary of this DDA is attached.
	The PBU has requested that a more detailed Estimate of Expense and Funding is supplied as part of the Bill documentation
Integration & Social Inclusion	
The promotion of the rail bill should not be detrimental to the bus service and the Committee called on the Local Authority, local bus operators and others to ensure careful integration between trains and buses	The work ongoing with TEL should go a long way to mitigating this concern for EARL. In addition, the Transport Hub work aims to integrate all modes at the Airport.
The Committee is persuaded that borders railway should have a station stop at Stow	There is always a balance between providing for additional station on a route and the impact that this has on end to end journey times and overall performance of the route. EARL have worked with both CEC and WLC to look at stops at both Kirkliston & Winchburgh. At Kirkliston engineering constraints prevent a stop. At Winchburgh, the EARL team is facilitating timetable modelling to look at the impact of a Winchburgh station on the non-airport leg of the route. This will allow all interested parties to look at the feasibility of this station.



Agenda Item 6c

Heavy Rail

c) EARL – GI Advisors *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



Paper to: tie Board, 22nd August
Commercial & in Confidence
Subject: EARL Geo-technical Update

From: Susan Clark

Date: 16th August 2005

Geo-Technical Advisors

At the last tie Board meeting, the question of how we attract the best GI Advisor in class was posed.

Since then we have developed a full scope of works to accompany the OJEU notice that will be posted this week and have also produced this list of best in class advisors:

Geotechnical Consultant Companies and Contact Names	
Company	Contact
Ove Arup and Partners	Bill Grose
Mott MacDonalds	D B Powell D Field
Donaldson Associates Ltd	Andy Sloan
Halcrow	Mr D Wallis Mr A J Runacres
WSP	Eskil Sellgren
Faber Maunsell	Chris Dulake
Parsons Brinckerhoff	
Benaim	Richard Davies
Kellogg Brown and Root (more a combined TSDS and GC)	

To ensure that these people are aware of the OJEU we will also place adverts in Tunnels & Tunnelling Journal, NCE and Ground Engineering journals.



Agenda Item 6d

Heavy Rail

d) SAK - Project Progress Report *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)

Paper to: tie Board
22nd August 2005
Commercial & in Confidence

Subject: Heavy Rail Update

From: Paul Prescott

Date: 15th August 2005

Stirling-Alloa-Kincardine (Project Manager - Richard Hudson)

Asset Protection Agreement

The terms of the APA were agreed with Network Rail on 4th May 2005 which allowed authorisation to be granted at NR's Investment Panel on the 6th May and final approval at NR's Investment Board on the 20th May. The APA will remain unsigned until the funding letter is in place.

Advice has been received from the Customs & Excise that Clackmannanshire Council will be able to recover the VAT, although this is yet to be received in writing.

Programme

Ministerial approval of the project is expected from the Transport Minister on the 18th August, followed by Clackmannanshire Council formal approval to progress to Phase 2 of the project. In the meantime, all works, with the exception of actual site construction activities have been progressing to maintain the programme of completion by May 2007.

Project Cost

For clarity, the Project Cost was presented to the Executive as follows:

- | | |
|--------------------------|--------|
| • Exclusive of Risk | £56.5m |
| • Inclusive of All Risks | £65.9m |
| • Most Likely Outturn | £62.0m |

Project Business Case

A full review of the Project Business Case was undertaken during June and submitted to the Executive. The project still has a positive NPV and BCR despite the increase in capital cost.

Land Acquisition

The notices to landowners have been issued by Clackmannanshire Council, allowing access to all third party land as soon as the GVD Notices are issued. Access to Network Rail owned land will be available after the APA is signed.



Agenda Item 7

Tram

- a) Progress Report *
- b) Procurement –SDS/JRC Appointment *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



Agenda Item 7a

Tram

a) Progress Report *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



tie Limited
Project Progress Report

tie Board Meeting – 22nd August 2005

Edinburgh Tram Project

1 – 31 July 2005

Prepared by: Chris Reid, Project Controls Manager

(Signature)

Approved by: Stewart McGarrity, Tram Finance Director

(Signature)

Approved by: Barry Cross, Deputy Tram Project Director

(Signature)

Approved by: Ian Kendall, Tram Project Director

(Signature)

Project Name: Edinburgh Tram

Progress Report No. 3: 1 – 31 July 2005

1. Executive Summary

1.1 Cost Status

Tram Development Line 1:

Actual to end of July: 4.1% underspend (see Section 4.1)

Annual cost forecast: 25% overspend (see Section 4.1)

Note: The above figures do not include the costs associated with a change request which will seek additional funding for changes in scope.

Tram Development Line 2:

Actual to end of July: 16.9% underspend (see section 4.2)

Annual cost forecast: 4% overspend (see Section 4.2)

Note: The above figures do not include the costs associated with a change request which will seek additional funding for changes in scope.

Tram Implementation:

Actual to end of July: 14.4% underspend (see section 4.3)

Annual cost forecast: On budget

Note: Tram Implementation budget was re-phased this month due to staged funding.

TL1 & TL2 Development will submit 2 change requests totalling approximately £512,000 in total value. This is attributable to additional work associated with the promotion of a bill amendment on each line. In addition, TL1 is projecting an annual overspend, and TL2 is projecting an annual underspend. Combined, the overspend amounts to £16,689, and this will be drawn from the available 'Development' contingency. Tie will present the two Change Requests for additional budget prior to the next meeting of the Tram Steering Group. If approved there will not be a project overspend.

1.2 Programme

The parliamentary programme is continuing, generally, as planned.

The implementation programme has been modified due to a staging of the funding for this part of the project budget. Subsequently the start of SDS, Site Investigation, Utilities and the JRC work packages have been delayed until after funding approval. The delay to the JRC means that the new transport & revenue model will be delayed to May 2006. The TSS contract was awarded 25th July 2005 and have commenced provision of their services.

We have concluded confidentiality agreements with 5 out of the 8 PU companies with the remaining 3 identified to be complete by weekending 19/08/2005.

The Heads of Terms agreements will be concluded with the remaining 5 PU companies W/E 26/08/2005.

The Pin notification has been issued for the Multi-Utilities Diversion Framework Agreement (MUDFA).

1.3 Issues that have/will affect Cost or Progress

A budget of £4.065M has been approved for the implementation phase, and this will be sufficient to fund progress until 30 September 2005. Additional funding will be required for work beyond this date. The delay in the commencement of the SDS, Site Investigation, Utilities and JRC work-streams has reduced the budget forecast for Tram Implementation for 2005 – 2006 to £17.8M. The SE has advised that approval for this sum will be given by 22nd August 2005.

1.4 Decisions required re Governance

The tie board will approve revised DAR's and the Tram Project Board on 22/08/05. Agreement on a decision making process for the Tram project: There is a backlog of 'changes' which require to be reviewed and approved. Determination on the changes is required by the project 'decision' group, prior to the commencement of SDS, to avoid the risk of re-work, additional costs and programme delay.

2. Parliamentary Progress

- Parliamentary Committees continuing with the Bill Consideration Stages.
- Pre-recess evidence programme not fully achieved – rescheduling awaited from Private Bills Unit.
- Witness statements (number = ETL1: 300, ETL2: 37) prepared on time for post-recess objections.
- Rebuttal statements now prepared for the post-recess objections.
- Supplementary Bills lodged with Scottish Parliament – 60 day objection period commenced 01 July.
- Negotiations are continuing with a number of other significant objectors to secure removal of objections on a prioritised basis.

Tie has prioritised objections based on likelihood of success and the timetable for appearing at the Parliamentary Bills Unit.

There are 25 Priority 1 Objections which have a targeted completion of 26th August. The primary goal is to remove objections by reaching agreement. Where agreement cannot be reached, a position statement will be issued jointly to the objector and the PBU. A protocol has been put in place with CEC for this. The Position Statement will give an overview of the original objection, communication between parties outline where partial agreement has been achieved. It will conclude with a list of the outstanding issues and tie's position on why it cannot agree.

There are 12 Priority 2 objections – due for removal by end of September.

There are 11 Priority 3 objections – due for removal by end of October.

3. Public Relations & Media

3.1 Tram Replica Event

The site next to the Scot Monument has been secured with the tram being placed from 6-7 September and open to the public from 8 September – 23 September. It will be removed on 24 & 25 September. A schedule of evening events is being documented. Engineers and tie tram staff will be needed to 'man' the event to answer detailed question and this list is being pulled together.

3.2 Tramtime Website

The new tramtime website launched on 5 August.

3.3 Transport Co-ordinators Lunch

A lunch for key transport co-ordinators from business in Edinburgh will be held at the offices on 12 August. Hosted by Michael and Barry, this event will assist in getting the message into businesses in the city through their newsletters, intranets etc.

3.4 Newsletter

Work is underway to approve the content of the next tramtime newsletter.

3.5 Press Release/statement

The TSS press release received good coverage in the business sections of press.

3.6 Edinburgh Chamber of Commerce

A CofC breakfast is being held on 30 August with Tom Coffey in attendance, speaking positively about his experience of trams in Dublin. The stakeholder meal, hosted by Michael Howell the evening of the 29th is receiving a good turnout.

3.7 Fringe Sunday

A stand covering both trams and EARL will be placed and manned for Fringe Sunday on 14 August.

3.8 Exhibition

Exhibition boards will take to Edinburgh shortly. Covering background and area specific information on the Tram network they will be placed in shopping centres and key locations throughout the city from August to October.

3.9 Outlook

The September edition of Outlook will have a full page spread on trams.

3.10 Visuals

Work on visuals for Roseburn Corridor, The Gyle, Murrayfield and the Playhouse continues at pace. These are expected to be delivered by 26 August. Once delivered the visuals will receive a two page spread in the Evening News.

4. Project Spend: Actual Versus Budget & Anticipated Cost to Year End

Note: July month end costs, where applicable, are based on estimates and these will be confirmed upon receipt of invoices.

4.1. Tram Development Line 1

Cumulative Budget to Month End: **£861,453**
Cumulative Actual Spend to Month End: (current): **£825,747**
Difference from current to budget: - **£35,706**

Budget to Year End: **£1,786,750**
Last Months Forecast to Year End: **£2,250,222**
This Months Forecast to Year End: **£2,250,000**

Difference from current to budget: + **£463,250**

Note:

- Annual Difference: The TL1 Development budget is predicting an overspend against budget of £463,250. £286,000 can be attributed to scope increase (due to an additional mini Parliamentary Bill), and tie have presented this information at the previous TSG meeting, to pursue additional funding.
- Therefore, the predicted overspend = £177,250. However TL2 is predicting an underspend of £157,000, and this has been allocated to TL1 Development.
- The outstanding overspend on TL1 of £20,250 will be drawn from the available (TL1) contingency of £110,000, thereby addressing the overspend.
- The overspend is attributable to a higher level of technical support for each of the Parliamentary hearings.

Appendix I shows a graphical representation of actual spend against the forecast. The spend forecast on the chart includes the projected spend of £286,000 on a change of scope. It has not assumed that a change request will be approved to re-adjust budget.

4.2 Tram Development Line 2

Cumulative Budget to Month End: **£767,017**
Cumulative Actual Spend to Month End: (current): **£637,445**
Difference from current to budget: - **£129,571**

Budget to Year End: **£1,577,589**
Last Months Forecast to Year End: **£1, 642,806**
Current Forecast to Year End: **£1,639,432**

Difference from current to budget: +**£61,843**

Notes:

- Month-end difference: There is an under-spend against parliamentary process, but the programme is being maintained.
- Annual Difference: The TL2 Development budget is predicting an overspend against budget of £61,843. However, £226,000 can be attributed to scope increase (due to an additional mini Parliamentary Bill), and tie have presented this information at the previous TSG meeting, to pursue additional funding
- Therefore, this will result in an underspend of c.£160,000.

Appendix II has a graphical representation of actual spend against the forecast. The spend forecast on the chart includes the projected spend of £226,000 on a change of scope. It has not assumed that a change request will be approved to re-adjust budget.

We are pursuing two change requests (bill amendments for TL1 and 2) which will total £512,000. This will reduce the joint overspend on TL1 and TL2 Development to a total of c.£11,000. This amount will be drawn from the TL1 contingency fund of £110,000, therefore addressing the predicted overspend. The TL2 contingency fund will not be affected by this adjustment.

4.3 Tram Implementation

Cumulative Budget to Month End: **£2,251,577**
 Cumulative Actual Spend to Month End: (current): **£1,926,007**
 Difference from current to budget: - **£325,570**

Original Forecast to Year End: **£21,872,843**
 Last Months Forecast to Year End: **£17,816,456**
 Current Forecast to Year End: **£17,816,457**

Difference from current forecast to original: - **£4,056,386**

Notes:

1. Month-end Difference: Design work has been brought forward to facilitate the removal of objections, and it is necessary for this to continue despite the delay in the appointment of SDS. This will be balanced over the financial year by subtracting the re-allocated amount from the SDS design budget, thereby undertaking less SDS design work than planned.

Appendix III has a graphical representation of actual spend against the forecast.

5. Programme

5.1 Planned versus Actual

Key Activities / Deliverables	Original Completion Date	Projected completion Date	Status
Appointment of TSS	27 th June 2005	18 th July 2005	Slippage due to delayed funding.
Appointment of SDS	27 th June 2005	29 th September 2005	Slippage due to delayed funding.
Appointment of JRC	27 th June 2005	5 th September 2005	Slippage due to delayed funding.
TL1: Achievement of Royal Assent	31 st December 2005	31 st December 2005	On target
TL2: Achievement of Royal Assent	31 st December 2005	31 st December 2005	On target
Design requirement Definition	31 st December 2005	TBA	Subject to funding award.
Completion of preliminary design (critical sections)	31 st March 2006	TBA	Subject to funding award

Key Deliverables	Activities /	Original Completion Date	Projected completion Date	Status
MUDFA Award		1 st April 2006	1 st April 2006	

5.2 Programme Summary

The parliamentary programme is continuing as planned.

The implementation programme has been re-phased to account for the delay in the approval of the project budget.

The next key milestones relate to:

- Agreeing a decision making process for the project.
- Additional funding submission for TL1 Development.
- Appointment of SDS Contract
- Appointment of JRC Contract

Primavera P3e is being implemented as the new planning tool for the entire project. Work is ongoing to transfer the existing programme onto the new system, and to update it to take account of budget re-phasing, and this will be completed this month. The Master Summary Programme is attached.

6. Change Control

6.1 Approved Changes this Month

Tie's internal change process is continuing. There is a backlog of changes which require consideration and decision. This must be removed prior to the commencement of SDS.

There is no increase in capital cost to report subject to changes not having being approved by the Tram Steering Group.

6.3 Disputes, Claims and Early Warnings

Nil.

7. Risk Management

7.1 Completed Activities

The following key activities have been carried out on risk matters in the past month.

- Finalisation of clarifications with SDS and JRC bidders;
- Further review and summary of Risk Allocation Matrices (Obligations and Indemnities) with assessment of insurable and transferable risks;
- Ongoing assessment of Project Risk Register;
- Placement of Professional Indemnity Insurance; and Support to Scott Moncrieff Internal Audit of Procurement Process including review of SDS & TSS protocols

7.2 Planned Activities

We are currently developing implementing activities to address the following key aspects.

- Development of workstreams for procurement of Project Insurances in conjunction Heath Lambert;
- Assessment of Risk Management Software in conjunction with Turner & Townsend;
- Establishment of Capex Project Baseline & Contingencies through Turner & Townsend;
- Risk Workshop with Scott Wilson, Turner & Townsend;
- Review of Emerging Transport & Procurement Regulations and workshop to agree Lessons Learnt from Procurement of TSS, SDS and JRC; and
- Establishment of a Project Baseline Programme (critical path, float and key programme risks).

8. Safety Management

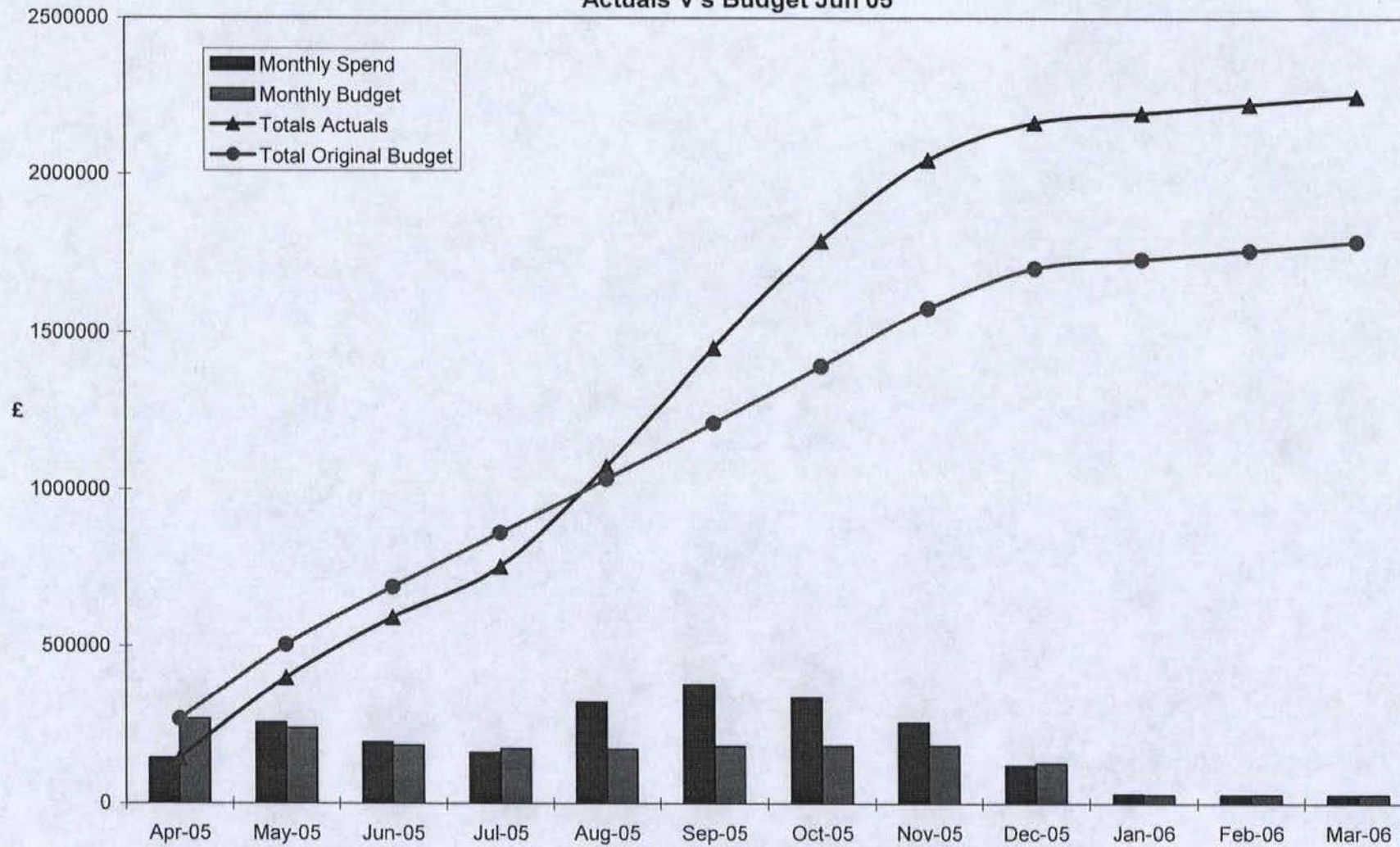
No issues. Specific safety appointments (e.g. Planning Supervisor by the end of August) are planned following the appointment of TSS. Thereafter, a 4-week work-stream will commence to prepare the project safety strategy and plans, as appropriate for the detailed design stage of the project.

9. Decisions Required

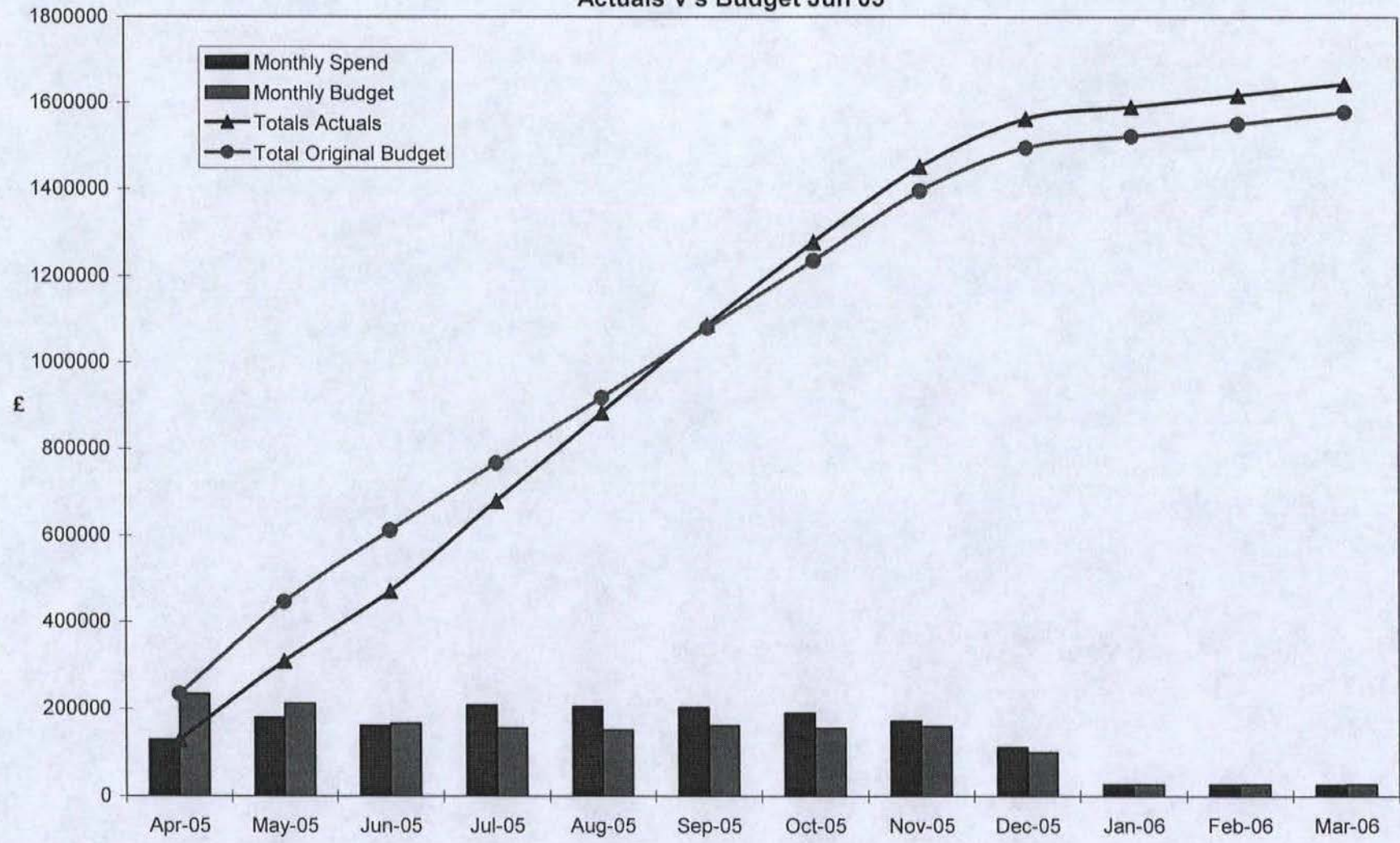
- DAR's and Tram Project Board by tie board 22/08/2005.
- Decision regarding change control recommendations.

END

Tram Line 1
Actuals V's Budget Jun'05

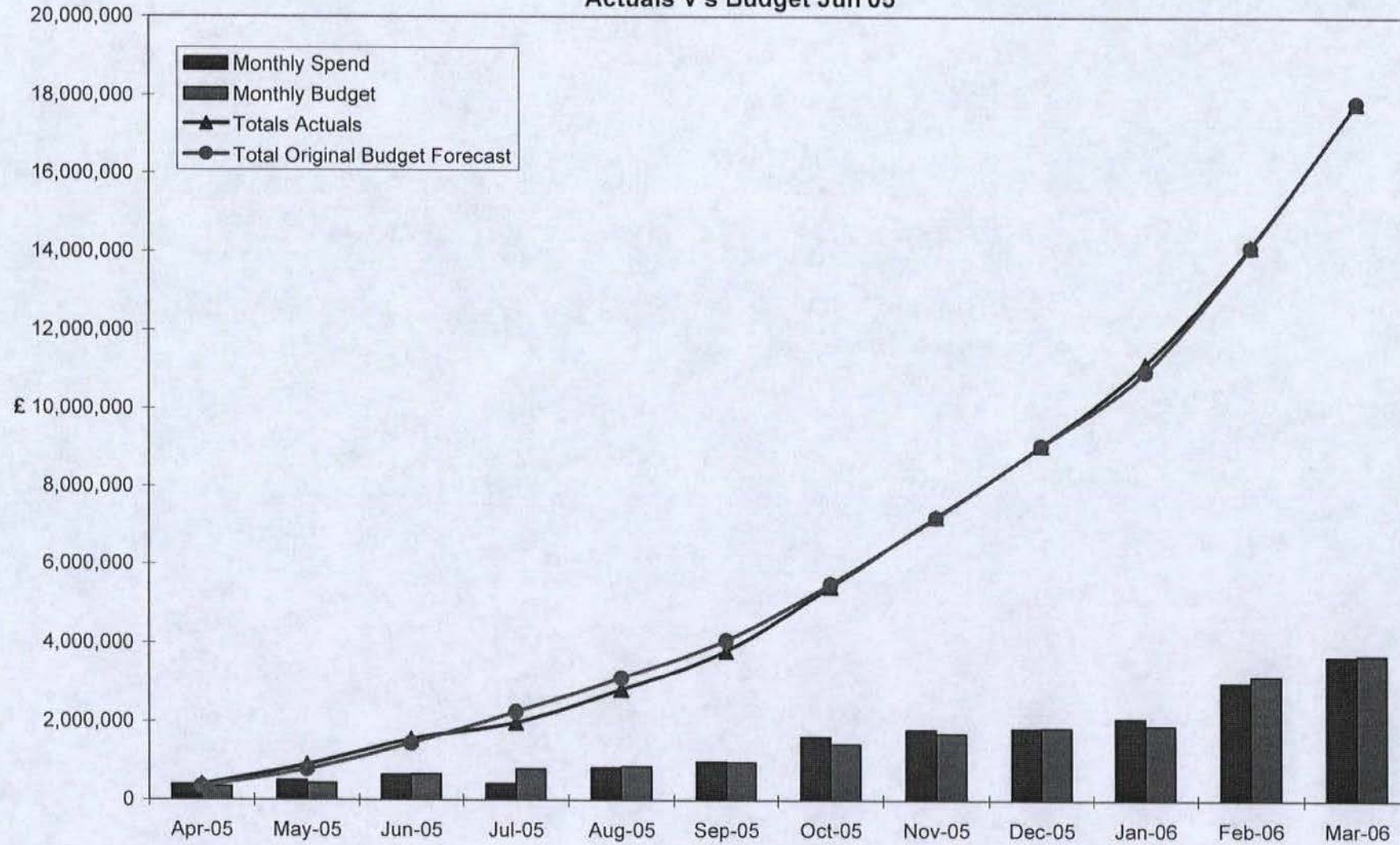


Tram Line 2
Actuals V's Budget Jun'05



TRS00008528_0093

Tram Implementation
Actuals V's Budget Jun'05



TRS00008528_0094



Agenda Item 7b

Tram

b) Procurement –SDS/JRC Appointment *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



tie Board Meeting – 22nd August 2005

Systems Design Services and Joint Revenue Committee Proposed Contracts.

The Systems Design Services (SDS) and Joint Revenue Committee (JRC) Tenders received are in accordance with the **tie** Procurement Strategy and have been programmed to mitigate risk and further develop the overall procurement and implementation of the tram project.

Awarding SDS contract at this stage shall assist the development of the utility works in the most economic manner. Development of design ahead of the Infracore ITT shall drive scope and cost certainty, increase competition and reduce and substantially remove the risks (planning approvals, traffic regulation orders and network rail interfaces) particularly associated with the award of a conventional Design, Construct and Commission Turnkey Contract.

The award of the JRC contract shall allow the development of the modelling suite as a precursor to detail design together with promotion of TRO's, TTRO's for the proposed tram works and assist additional certainty within the overall business case. The information developed by the JRC provider is critical to the success of the SDS contract. The term of the JRC contract is until 2016 and addresses the needs of the critical service integration modelling.

The proposed contracts contain no fault termination and are aligned with the business plan. The SDS value in the current, '05/'06 financial year amounts to £4,000,000 with the JRC value being £1,015,810. **tie** recommends a £100,000 contingency allowance to cover cashflow drawdown risk.

SDS and JRC Contract Values.

Tender Evaluations for SDS and JRC recommend acceptance of Tenders from Parsons Brinckerhoff for the System Design Services and Steer Davies Gleave for the JRC Services with value for money and risk considered below.

The SDS value of a fully compliant offer, for Line 1 and 2 together, from Parsons Brinckerhoff amounts to £29,043,581. Following clarification exercises with all bidders £3,571,000 of compliance costs shall not be apportioned to the contract resulting in a value of £25,472,581 for the SDS fully compliant scope for Line 1 and 2.

For the purposes of economic advantage **tie** have considered the relative values within the SDS and JRC contracts for modelling. On examination of the Tenders received, best value may be achieved by having SDS carry out micro simulation modelling only with the proposed JRC Consultant, Steer Davies Gleave, undertaking all other JRC modelling as part of a direct contract with **tie**. This shall result in a £1,725,502 reduction in modelling scope within SDS. Improvements in funding and mobilisation methodology have realised an additional £200,000 in reductions giving a proposed accepted contract sum of **£23,547,079** for Parsons Brinckerhoff to undertake the SDS scope of works for Line 1 and 2, Standard Tender.

The Steer Davis Gleave offer of **£1,433, 865** Standard Tender, is fully compliant and allows for a new modelling suite, excluding low level micro simulation, together with advisory services to be undertaken until 2016.

Value for Money and Risk.

The estimated value for Design and Co-ordination/Consents, contained in the STAG developed for **tie**, was £20,719,000 at 2Q03 which, updated to the mid-point of the SDS services, would be £24,241,000. In addition the SDS contract contains £2,050,000 of surveys which would be outwith a conventional design scope contract and is contained in the overall Capex.

Conventional Design and Build contract would have contained in the region of £2,000,000 of Main Contractors Preliminaries, Overheads and Profit which have been saved by the Procurement Strategy.

The proposed SDS contract sum of **£23,547,079**, for both Lines 1 and 2, represents excellent value for money. Following competitive Tender the proposed JRC contract sum is in line with forecasts and represents value for money and interfaces with SDS.

Following the initial 13week Requirements Definition Phase, the SDS contract allows for a gateway process into each of the Preliminary and Detailed Design Phases of the SDS Contract. Additionally this affords **tie** the ability to progress into the detailed design critical sector only, thereby focussing the work in a manner which manages and minimizes risk, both to Infraco and to **tie** in terms of any potential abortive works.

Risk Transfer.

The risk transfer to the SDS is substantial, particularly in relation to approvals, and this has been verified by in-house and external consultants and affords **tie** control over liability and responsibilities that would not normally be achieved. A reasonable estimate of this risk transfer, particularly if multiplied by Infraco risk margins, costs and risk premium, would be significant.

A potential risk in integration of SDS and JRC has been removed by Joint and Several Liability provisions in the conditions of contract.

The risk mitigation developed within the SDS and JRC proposed awards shall drive cost certainty.

Recommendation.

As a result of the Procurement Strategy promoting best value and risk mitigation the Board are requested to accept the recommendation that the contract awards of SDS to Parsons Brinckerhoff in the sum of **£23,547,079** together with awarding the JRC contract to Steer Davis Gleave in the sum of **£1,433, 865**.

Appendices attached:-

- Appendix 1 – SDS Executive Summary**
- Appendix 2 – SDS Tender Analysis Summary**
- Appendix 3 – SDS Proposed Contract Value**
- Appendix 4 – JRC Summary**

Written by:	Gerry Henderson	17 th August 2005
Approved by:	Ian Kendall	17 th August 2005



Agenda Item 7b

Tram

b) Procurement –SDS/JRC Appointment – Appendix 1*

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



EVALUATION OF TENDERS RECEIVED IN RESPECT OF THE PROCUREMENT OF
SYSTEM DESIGN SERVICES ("SDS")

EDINBURGH TRAM NETWORK

EXECUTIVE SUMMARY

27 JUNE 2005

1. Recommendation

Following a detailed evaluation process conducted in accordance with tie's internal procedures and the public procurement regulations, the recommendation to the tie Board is that **Parsons Brinckerhoff** should be appointed to provide system design services to tie.

2. Introduction

An explanation of how the procurement process for selecting the preferred tenderer for the provision of system design services was conducted, is described in this Executive Summary as follows:

- the identity of the tenderers;
- the required content of the tender submissions;
- a description of the evaluation guidance and methodology;
- the members of tie's evaluation team;
- a description of the contract award criteria and the tender evaluation criteria;
- confirmation and comment on tender completeness and compliance;
- a description of the evaluation process including details of the formal interview process; and
- the interpretation of the evaluation marking.

3. The Tenderers

The tenderers involved in the competition for the appointment of an SDS Provider were:

- Mott Macdonald;
- Parsons Brinckerhoff;

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- Scott Wilson; and
- WS Atkins

4. The Tender Submissions

tie's requirements for the content of the tender submissions were described in the "Invitation to Tender ("ITT") for the Appointment of a Systems Design Services Provider for the Edinburgh Tram Network. Final version 29 March 2005". For a tender submission to be compliant, it had to comprise a complete Standard Tender and two Mandatory Variant Tenders.

The Standard Tender was in respect of the provision of systems design services for Line One and Line Two of the Edinburgh Tram Network.

The first Mandatory Variant Tender was in respect of the provision of system design services for Line One and the second Mandatory Variant Tender was in respect of the provision of system design services for Line Two.

The Standard Tender had to contain the items and information specified in Section 6.3 of the ITT, which included:

- a signed Formal Offer;
- a signed Anti-Collusion Certificate;
- a full response to the technical requirements expressed in the ITT;
- a full response to the pricing requirements expressed in the ITT;
- a completed insurance questionnaire;
- a list of key personnel; and
- a list of commercially sensitive information.

Each Mandatory Variant Tender had to contain the items and information specified in Section 6.4 of the ITT. The main component of the Mandatory Variant Tenders was the submission of alternative pricing.

tie also permitted the tenderers to submit two Optional Variant Tenders in accordance with Section 6.8 of the ITT and in accordance with a clarification note issued to all bidders on 29 April 2005 and 6 May 2005. The first Optional Variant Tender was based on the provision of an alternative scope with associated price reductions. No tenderers submitted such an Optional Variant.

During the tendering process, tenderers had been given an opportunity to propose written amendments to the proposed Terms and Conditions of Appointment, and **tie** issued a revised version of its Terms and Conditions of Appointment, amended to take account of drafting which was acceptable to **tie**. Following this process, **tie** decided to offer tenderers the opportunity to submit a second Optional Variant Tender (the "Terms and Conditions Optional Variant Tender"). Under this Optional Variant Tender, tenderers were permitted to propose drafting amendments with associated price reductions for each of Line One, Line Two, and a combination of Lines One and Two. It was stated that if **tie** chose a tenderer on the basis of this second Optional Variant Tender, **tie's** decision would be final as to which of the successful tenderer's proposed amendments were accepted. It was further stated that this Optional Variant

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Tender would not be considered by **tie** unless a compliant Standard Tender and compliant Mandatory Variant Tenders had been submitted to **tie**.

In addition to the above tender submission requirements, tenderers were required to complete a detailed insurance questionnaire. Responses were reviewed by **tie's** insurance brokers, Heath Lambert.

5. The Evaluation Guidance and Methodology

tie developed an evaluation methodology and guidance note for use by the **tie** internal evaluation team entitled "Evaluation of System Design Services Tenders" dated 12 May 2005 (the "Evaluation Methodology"), to assist the evaluation team to evaluate the tender submissions which had been received.

It was explained in the Evaluation Methodology that 60% of the available marks had been allocated to the quality parameter (described in section 7 of this Executive Summary) and 40% had been allocated to price parameter. The 60/40 quality/cost ratio was determined following consideration of the complexity of the services which were to be performed.

It was further stated that quality was to be evaluated on the responses to the questions raised in the ITT together with the response to the controlled questions in the formal interviews (described in section 10 of this Executive Summary). Price was to be evaluated as a relative comparison of the competing tender submissions.

Bespoke evaluation matrices showing the marks/weighting for each section of the tender submission were developed for the evaluation team to complete. Evaluators were required to provide a mark of between 0 and 100 (100 being the highest mark available) which was multiplied by the predetermined importance weighting given within the evaluation matrix. A requirement of the Evaluation Methodology was that all marks given by each member of the evaluation team, were to be supported by a narrative outlining the reasons for such marks and decisions for record purposes and public accountability.

6. The Evaluation Team

The Evaluation Team was recommended by Ian Kendall, **tie** Procurement Director, prior to the evaluation process commencing.

The evaluation of the quality aspects of the tender submissions was carried out by Paul Allott (Design Manager), Tom Blackhall (Utilities Manager), David Ramsay (Contracts Manager) and Gerry Henderson (Commercial Manager). The evaluation of the pricing aspects of the tender submissions was carried out by Gerry Henderson (Commercial Manager). Ian Kendall maintained overall responsibility for the evaluation process.

7. The Contract Award Criteria and Evaluation Criteria

The contract award criteria and the tender evaluation criteria were stated in the ITT.

The contract award criteria were expressed as the contract would be awarded by **tie** to the tenderer which, at the conclusion of the process, had offered the most economically advantageous tender.

In order to evaluate which tender was the most economically advantageous tender, **tie** determined that the tender submissions would be evaluated by **tie** in accordance with the tender evaluation criteria noted below. In addition, **tie** determined that the

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tender submissions would be evaluated on each tenderer's response to the following four key areas:

- technical and design proposals (including transport modelling proposals);
- project execution proposals and programme;
- project team (which included the tenderer's performance at formal interview and the tenderer's performance during the visit to the tenderer's offices); and
- price.

tie combined the first three of the above key areas into a quality parameter, with price being the second parameter.

Each tenderer's technical and design proposals (including transport modelling proposals) were evaluated in accordance with the following equal criteria:

- robustness and comprehensiveness of the proposed suite of plans (as detailed in Section 6.5.1 of ITT);
- alignment of response to technical and design questions with **tie's** aims and objectives (broadly to produce a cost effective design capable of being constructed and commissioned efficiently and delivering a reliable, safe, operable, and maintainable tramway to programme);
- robustness and comprehensiveness of the tenderer's proposals; and
- demonstration in the responses to the technical and design questions that the tenderer fully understands the context/cultural heritage with which the design must align/accord.

Each tenderer's project execution proposals and programme were evaluated in accordance with the following equal criteria:

- robustness and comprehensiveness of the proposed suite of plans (as detailed in Section 6.5.1 of ITT); and
- robustness and completeness of programme and its linkage with key dates specified in ITT.

Each tenderer's project team was evaluated in accordance with the following equal criteria:

- demonstrable relevant multi-disciplinary experience;
- availability of capable and competent skills;
- access to back-up resource;
- demonstrable communication skills amongst team leaders;
- robustness of communications plan submitted in accordance with ITT Section 6.5.1; and

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- ability to partner with existing project teams and to take account of complementary work carried out in relation to the project.

Each tenderer's financial submission was evaluated to determine the acceptability of the tenderer's completed Pricing Schedules. As stated earlier, this was done by price being evaluated as a relative comparison of the competing tender submissions

The evaluation of the Mandatory Variant Tenders and the Optional Variant Tenders followed the same methodology as the evaluation of the Standard Tender.

8. Tender Compliance

Following receipt of the tenders, the tenders were checked for compliance with the ITT and for completeness. A detailed check of each tender submission was carried out by DLA Piper and written reports were submitted to tie. In carrying out the above exercise, it was noted that three of the four tenderers had qualified their tender submissions. It was clearly stated in the ITT that:

"No unauthorised alteration or addition should be made by tenderers to the Formal Offer, the Anti-Collusion Certificate, to the Pricing Schedules or to any other component of the tender documentation.

Tenders must not be qualified. Tenders must be submitted strictly in accordance with this ITT.

Tenders must not be accompanied by statements that could be construed as rendering the tender equivocal and/or placing it on a different footing from other tenders."

It was further stated in the ITT that only tenders submitted without qualification strictly in accordance with the ITT documentation as issued (or subsequently amended by tie) would be accepted for consideration, and that tie's decision on whether a tender was to be excluded from further consideration would be final.

A clarification process was undertaken by tie to assess the completeness and compliance of each tenderer's submission, and to further assess the qualifications which had been received. This included meeting with each tenderer on 26 May 2005, and the subsequent issue of clarification questions on pricing, programme, insurance, and technical issues.

It was clearly apparent from discussions with each tenderer, that the three tenderers who had qualified their Standard Tenders had taken a different approach towards the pricing of the Terms and Conditions of Appointment for the SDS Provider. Rather than utilise the option to submit a Terms and Conditions Optional Variant Tender, these tenderers had priced the Standard Tender and the Mandatory Variant Tenders as if these tenders were the Terms and Conditions Optional Variant Tender. The tenderer who submitted an unqualified Standard Tender and an Optional Variant Tender, had submitted a Standard Tender which was not the most economically viable tender, and had submitted a Terms and Conditions Optional Variant Tender which was incorrectly priced and without drafting amendments for the proposed pricing reductions.

After having taken legal advice from DLA Piper, it was determined by Ian Kendall that given the variance in approach in the tender submissions, each Tenderer should be asked to clarify its position with regard to the pricing of the Standard Tender and the Terms and Conditions Optional Variant Tender. A table was prepared for each tenderer which required each tenderer to confirm the proposed amendment to the

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Terms and Conditions of Appointment and the associated pricing adjustment to the Standard Tender and the Terms and Conditions Optional Variant Tender. Tenderers were further asked to confirm that the information in the table was accurate and represented all of the drafting amendments and pricing adjustments which the tenderer wished to offer as its Terms and Conditions Optional Variant Tender.

Following the return of all clarifications and the completed tables, it was determined that each tender submission was substantially complete and compliant, and that the qualifications had been resolved to an extent sufficient to allow the evaluation process to proceed to the evaluation of price and quality in respect of all four tender submissions.

9. Evaluation Process

Prior to the opening of the tender submissions, a briefing session was arranged for the members of the evaluation team on 16 May 2005. At this time, the evaluators were issued with packs containing the appropriate set of evaluation matrices for marking. It was also established at this time that the basis for the evaluation was the ITT and the questions contained therein. Ian Kendall assigned individual members of the evaluation team to evaluate specific technical issues.

In evaluating the tender submissions received, it was apparent that, despite the earlier clarifications, there were still some inconsistencies in the approach taken in the pricing of the Terms and Conditions Optional Variant Tender. In order to address these inconsistencies, the evaluation team with support from DLA Piper undertook a very detailed exercise to "equalise" the pricing submissions received, so that where an amendment had been proposed but no pricing reduction had been given, an assessment was made by the evaluation team as to the financial implication of the acceptance of such drafting. This exercise was benchmarked by reference to the proposals from other tenderers, and by reference to additional costs which could have been incurred by **tie** if a particular amendment was accepted (e.g. insurance costs and additional supervision by **tie** staff). As part of this exercise, some costs were priced while others were assessed as being nil or as being unquantifiable.

A further exercise was undertaken to assess which of the amendments proposed in each of the Terms and Conditions Optional Variant Tenders were acceptable to **tie**. The pricing for the Terms and Conditions Optional Variant Tenders was then evaluated on the basis of the amendments which were acceptable to **tie**.

A single file was set up for each tenderer containing all completed evaluation matrices. These were duly completed and signed off by the **tie** evaluation team.

10. Visits to Tenderer's Offices and Formal Interviews

Another part of the tender evaluation process was that a formal interview with each Tenderer was held at DLA Piper's offices in Edinburgh on 19 and 20 April 2005. Tenderers were on notice that **tie's** assessment of the tenderer's performance at formal interview would be included as part of the tender evaluation process.

The purpose of these formal interviews was to allow **tie** to engage with each tenderer's proposed project team in relation to the tenderer's proposals in respect of the services. **tie** issued instructions to each tenderer to present responses to the following questions at the formal interview:

- (i) Present your project team, key personnel, structure and execution strategy. (30 min total);

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- (ii) Present your responses to the following questions as contained in the ITT (75 min total)
 - a) Describe the main lessons learned from previous tram projects that you would most wish to be avoided in respect of the Edinburgh Tram Network (please limit this to your top ten) and how you would seek to mitigate the occurrence of these issues).
 - b) Describe the design approach to the minimisation of stray current protection.
 - c) Describe your approach to obtaining all necessary approvals, consents and agreements that are required to enable the tramway to be successfully designed, constructed and commissioned; and enter public service.
 - d) Describe your proposals for the management and control of information. How do you plan to communicate efficiently, effectively, control information and mitigate extended lines of communication?
 - e) Describe the approach you will take to determine the most appropriate form of data transmission for the proposed control and communication systems. Explain the impact such decisions will have on constructability of the system.
- (iii) Present your response to the two questions which will be given to you upon your arrival for interview. (45 min)
- (iv) Your opportunity to present other key items that you consider relevant and important to the evaluation of your proposal. (30 min).

tie also issued the following additional technical questions on the day in advance of the formal interview. Tenderers were required to respond to these questions as part of their presentation during the formal interview:

- (i) Systems
 - (a) Describe the principles that should be followed in developing Supervisory Control & Communications and Electrification & Power systems appropriate for the Edinburgh Tram Network.
 - (b) What are the main differences in providing such systems for a tramway as opposed to a heavy rail project? Demonstrate the skills you possess to achieve this.
 - (c) How important do you consider the integration of design and safety engineering activities to produce an approved System design and how would you achieve this?
- (ii) Project Appreciation
 - (a) How will you organise the multi-disciplinary design of an integrated streetscape design, including OLE, to achieve the necessary staged consents and approvals?
 - (b) How will you propose that construction of the track form, highways, utilities and telecommunication systems in critical areas can be

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constructed quickly, safely and with minimum disruption to everyday life of the community and public transport services therein?

- (c) Describe how you will reduce and manage scope creep to ensure cost certainty.
- (d) Describe your management processes which will ensure that the Infracore is able to effectively and economically procure the system(s) and components promoted in your designed solution.

Additionally, tie visited the offices of each tenderer (as nominated by the tenderer) where it was intended the majority of the design services would be provided. The purpose of the visit to the tenderer's offices was to enable tie to view the facilities which will be utilised with regard to the provision of the services and to allow further interaction to take place between each tenderer and tie.

11. The Evaluation Scores

Following the completion of the pricing and quality sections of the evaluation process by the members of the evaluation team, the scores for each section of the tender submission were added up. The scores for each tenderer are shown below:

Standard Tender (Pricing "Equalised") - Line One and Line Two Combined

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
PB	17	27	44	21	65
Atkins	14	17	31	27	58
Motts	15	21	36	19	55
SWR	14	20	34	13	47

Mandatory Variant (Pricing "Equalised") - Line One

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
PB	17	27	44	20	64
SWR	14	20	34	23	57
Atkins	14	17	31	22	53
Motts	15	21	36	15	51

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Mandatory Variant (Pricing "Equalised") - Line Two

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
PB	17	27	44	29	73
SWR	14	20	34	20	54
Atkins	14	17	31	19	50
Motts	15	21	36	12	48

Terms and Conditions Optional Variant Tender (Pricing "Equalised" and featuring only pricing adjustments for acceptable amendments) - Line One and Line Two Combined

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
PB	17	27	44	23	67
Atkins	14	17	31	26	57
Motts	15	21	36	19	55
SWR	14	20	34	13	47

Terms and Conditions Optional Variant Tender (Pricing "Equalised" and featuring only pricing adjustments for acceptable amendments) - Line One

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
PB	17	27	44	22	66
SWR	14	20	34	22	56
Atkins	14	17	31	22	53
Motts	15	21	36	15	51

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Terms and Conditions Optional Variant Tender (Pricing "Equalised" and featuring only pricing adjustments for acceptable amendments) - Line Two

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
PB	17	27	44	30	74
SWR	14	20	34	20	54
Atkins	14	17	31	19	50
Motts	15	21	36	12	48

The tenderer with the highest combined score in each of the Standard Tender, both Mandatory Variant Tenders and the Terms and Conditions Optional Variant Tender was Parsons Brinckerhoff. It was, therefore, determined by the tie evaluation team that Parsons Brinckerhoff should be recommended to be appointed by the tie Board as the system design services provider.



Agenda Item 7b

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b) Procurement –SDS/JRC Appointment – Appendix 2*

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)

SDS Tender Analysis Summary.

The SDS value of a fully compliant offer, for Line 1 and 2 together, from Parsons Brinckerhoff amounts to £29,043,581. Following clarification exercises with all bidders £3,571,000 of compliance costs shall not be apportioned to the contract resulting in a value of £25,472,581.

Clarification and Procurement Strategy results in a £1,725,502 reduction in modelling scope within SDS (£1,175,502 plus £550,000). Improvements in funding and mobilisation methodology have realised an additional £200,000 in reductions giving a proposed accepted contract sum of **£23,547,079** for Parsons Brinckerhoff to undertake the SDS scope of works for Line 1 and 2.



Agenda Item 7b

Tram

b) Procurement –SDS/JRC Appointment – Appendix 3*

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)

SDS Proposed Contract Value

Lines 1 and 2	£29,043,581
Compliance Cost	<u>£3,571,000 dt</u>
	£25,472,581

Deduct

Modelling	£1,215,000	
SDG	<u>£116,400 dt</u>	
	<u>£1,098,600</u> + 7%	£1,175,502
Modelling Risk		£550,000
Funding		£100,000
Mobilisation		<u>£100,000</u>
		£1,925,502 dt
Proposed Contract Value		<u>£23,547,079</u>



Agenda Item 7b

Tram

b) Procurement –SDS/JRC Appointment – Appendix 4*

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



EVALUATION OF TENDERS RECEIVED IN RESPECT OF THE PROCUREMENT OF
JOINT REVENUE COMMITTEE ("JRC")

EDINBURGH TRAM NETWORK

22 JULY 2005

1. Recommendation

Following a detailed evaluation process conducted in accordance with tie's internal procedures and the public procurement regulations, the recommendation to the tie Board is that Steer Davis Gleave should be appointed to provide modelling and revenue setting advisory services to tie.

2. Introduction

An explanation of how the procurement process for selecting the preferred tenderer for the provision of technical support services was conducted is described in this report as follows:

- the identity of the tenderers;
- the required content of the tender submissions;
- a description of the evaluation guidance and methodology;
- the members of tie's evaluation team;
- a description of the contract award criteria and the tender evaluation criteria;
- confirmation and comment on tender completeness and compliance;
- a description of the evaluation process including details of the formal interview process; and
- an interpretation of the evaluation marking.

3. The Tenderers

The tenderers involved in the competition for the appointment of the JRC Provider were:

- Halcrow
- Steer Davis Gleave
- Jacobs Babbie
- Faber Maunsell

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- MVA

On the 13 June Halcrow wrote to Ian Kendall informing tie that they could not commit to the document as it currently stood and therefore could not submit a compliant tender.

4. The Tender Submissions

tie's requirements for the content of the tender submissions was described in the "Invitation to Tender ("ITT") for the Appointment of Joint Revenue Committee ("JRC") Provider for the Edinburgh Tram Network dated 27 May 2005". For a tender submission to be compliant, it had to comprise a complete standard tender in respect of the provision of the JRC services for Line One and Line Two of the Edinburgh Tram Network. The following items and information were included in each Standard Tender:

- a signed Formal Offer;
- a signed Anti-Collusion Certificate;
- a full response to the technical requirements expressed in the ITT;
- a full response to the pricing requirements expressed in the ITT;
- a completed insurance questionnaire;
- a list of key personnel; and
- a list of commercially sensitive information.

5. The Evaluation Guidance and Methodology

tie developed an evaluation methodology and guidance note for use by the tie internal evaluation team entitled "Evaluation of Joint Revenue Committee Tenders" and dated 22 June 2005 (the "Evaluation Methodology"), to assist the evaluation team to evaluate the tender submissions which had been received.

It was explained in the Evaluation Methodology that 60% of the available marks had been allocated to the quality parameter (described in section 7 below) and 40% had been allocated to price parameter. The 60/40 quality/cost ratio was determined following consideration of the complexity of the services which were to be performed.

It was further stated that quality was to be evaluated on the responses to the questions raised in the ITT together with the response to the controlled questions in the formal interviews (described in section 10 of this Executive Summary). Price was to be evaluated as a relative comparison of the competing tender submissions.

Bespoke evaluation matrices showing the marks/weighting for each section of the tender submission were developed for the evaluation team to complete. Evaluators were required to provide a mark of between 0 and 100 (100 being the highest mark available) within the evaluation matrix. A requirement of the Evaluation Methodology was that all marks given by each member of the evaluation team, were to be supported by a narrative outlining the reasons for such marks and decisions for record purposes and public accountability.

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6. The Evaluation Team

The Evaluation Team was selected by Ian Kendall, **tie** Procurement Director, prior to the evaluation process commencing.

The evaluation of the quality aspects of the Tender Submissions was carried out by Paul Allott (Design Manager), Andy Wood (Transdev), Kenneth McLeod (JRC Manager) and in addition Lex Harrison (CEC). The evaluation of the pricing aspects of the tender submissions was carried out by Jim Cahill (Commercial Manager). Ian Kendall maintained overall responsibility for the evaluation process.

7. The Contract Award Criteria and Tender Evaluation Criteria

The contract award criteria and the tender evaluation criteria were stated in the ITT.

The contract award criteria were expressed as the contract would be awarded by **tie** to the tenderer which, at the conclusion of the process, had offered the most economically advantageous tender.

In order to evaluate which tender was the most economically advantageous, **tie** determined that the tender submissions would be evaluated by **tie** in accordance with the tender evaluation criteria noted below. In addition, **tie** determined that the tender submissions would be evaluated on each tenderer's response to the following four key areas:

- project execution and programme management proposals;
- project team (which included the tenderer's performance at formal interview) and each tenderer's ability to resource with requisite calibre of staff at all levels;
- technical proposals; and
- price.

tie combined the first three of the above areas into a quality parameter, with price being the second parameter.

Each tenderer's project execution and programme management proposals were evaluated in accordance with the following equal criteria:

- constraints on ability to deliver service
- proposals for the management and control of information
- preparation of a high level programme
- resource histogram, and
- approach to value management.

Each tenderer's project team was evaluated in accordance with the following equal criteria:

- team structure
- cv's for team members, and

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- sub contractors/consultants.

Each tenderer's technical proposals were evaluated in accordance with the following equal criteria:

- lessons learned from previous projects
- methodology for reviewing the existing modelling processes and making recommendations on the way forward
- assessment of data requirements
- preferred methodology for delivering the modelling suit
- outlining how the modelling suit would be used to evaluate the potential for additional revenue streams
- definitions of boundaries and content of each element of the modelling suite
- working with the SDS provider.

As stated earlier, price was evaluated as a relative comparison of the competing tender submissions.

8. Tender Compliance

Four tenders were received by the appointed date and time and each were checked for compliance with the ITT and for completeness. A detailed check of each tender submission was carried out by DLA Piper and written reports were submitted to tie. It was determined that three tender submissions were substantially complete and compliant to allow the evaluation process to proceed to the evaluation of price and quality. tie issued clarifications to all tenderers with regard to the completed insurance questionnaires but this exercise did not impact on the evaluation process.

In carrying out the above exercise, it was noted that one of the four had qualified their tender submissions with regard to some of the pricing schedules and failure to sign the formal offer. It was clearly stated in the ITT that:

"No unauthorised alteration or addition should be made by tenderers to the Formal Offer, the Anti-Collusion Certificate, to the Pricing Schedules or to any other component of the tender documentation.

Tenders must not be qualified. Tenders must be submitted strictly in accordance with this ITT.

Tenders must not be accompanied by statements that could be construed as rendering the tender equivocal and/or placing it on a different footing from other tenders."

It was further stated in the ITT that only tenders submitted without qualification strictly in accordance with the ITT documentation as issued (or subsequently amended by tie) would be accepted for consideration, and that tie's decision on whether a tender was to be excluded from further consideration would be final.

It was determined by Ian Kendall that the qualifications associated with this tender submissions would be assessed following the completion of the quality evaluations.

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9. Evaluation Process

Prior to the opening of the tender submissions, a briefing session was arranged for the members of the evaluation team on 15 June. At this time, the evaluators were issued with packs containing the appropriate set of evaluation matrices for marking. It was also established at this time that the basis for the evaluation was the ITT and the questions contained therein..

A single file was set up containing all completed evaluation matrices, these were duly completed and signed off.

10. Formal Interviews

Another part of the tender evaluation process was that a formal interview with each tenderer was held at DLA Piper's offices in Edinburgh on 15 June 2005. Tenderers were on notice that **tie's** assessment of the tenderer's performance at formal interview would be included as part of the tender evaluation process.

The purpose of these formal interviews was to allow **tie** to engage with each tenderer's proposed project team. **tie** issued instructions to each tenderer to present responses to the following questions at the formal interview:

- Describe the main lessons learned from previous projects that you would most wish to be avoided in respect of the Edinburgh Tram Network and how you would mitigate the occurrences of these issues.
- Describe how you will work with the SDS Provider to ensure that the interfaces between each and all elements of the modelling suite work efficiently, effectively and as designed.

tie also issued the following additional questions on the day in advance of the formal interview. Tenderers were required to respond to this questions as part of their presentation during the formal interview:

- Revenue predictions for other tramways have not materialised when the tramway has entered operational service. What level of accuracy will your modelling suite provide and how will you advise the **tie** board to deal with these tolerances to ensure that this will not be the case for Edinburgh?

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11. The Combined Evaluation Scores

Following the completion of the price and quality sections of the evaluation process by the members of the evaluation team and an assessment of the effect of the qualifications on pricing and quality, the scores, based upon responses, for Tenders for each section of the tender submission were added up. The scores for each Tenderer are shown below:

Standard Tender

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
SDG	17	23	40	23	63
Jacobs	13	20	33	28	61
MVA	15	23	38	9	47

Variant 1

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
SDG	17	23	40	25	65
Jacobs	13	20	33	24	57
MVA	15	23	38	11	49

Standard with Variant 2

Tenderer	Interview score	Written Responses	Quality Sub total	Cost Score	Overall Score
SDG	17	23	40	30	70
Jacobs	13	20	33	35	68
MVA	15	23	38	0	38

The tender received from Faber Maunsell contained a qualification with regard to the Formal Offer and some of the pricing schedules. They were asked for clarification on the matter and the subsequent response maintained their position. As a result they were not considered further in the assessment process.

The Tenderer with the highest combined score for each variant was Steer Davis Gleave and they are therefore recommended for appointment

Ian Kendall
22th July, 2005.



Agenda Item 8

Other Projects

a) Other Project Progress Report *

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



tie Board Meeting

22nd August 2005

Other tie CEC Projects -Update

1.0 Fastlink - Guided Busway Contract

Balfour Beatty have been notified of a number of defects as previously reported to the Board. As yet, the position in terms of their acceptance of defects remains the same as last month and they are being pursued for a resolution.

An assessment of the risks and costs associated with the remedial measures and potential for latent defects is being considered further. The final form of rectification has yet to be fully proposed and agreed. tie are receiving ongoing support from Halcrow during this defects correction period and investigations are continuing. tie have also initially briefed and instructed Dundas and Wilson to commence evaluation of all outstanding contractual issues with a view to identifying areas that may need to be pursued through litigation. Should this be required, this would require the engagement of independent technical experts to assist in mitigation and liability matters. It is recommended that a provisional budget of £50,000 be set aside to cover these costs.

2.0 Guided Busway Management

tie are carrying out regular walking surveys of the guideway to monitor its condition.

tie are extremely concerned that damage to the guideway by guidewheels damaged out with guidance is continuing to occur. tie have requested that Lothian buses reinforce to drivers the importance of following the appropriate procedures immediately they become aware of a damaged guidewheel to prevent further damage which will require to be repaired at cost and potentially endanger other buses.

3.0 On Street Bus Priority Measures

This contract is complete. There is a significant disagreement between E.R.D.C the contractor's assessment and Halcrow the contract's project manager's assessment on the value of outstanding Compensation Events. Discussions are continuing to resolve outstanding differences and will be reported when settled.

4.0 Fastlink – Other Works

The Speed camera relocated as part of the road widening on Stevenson Drive has been installed.

The Balgreen Road bus stop improvement is now substantially complete.

The Cultins Road connection to Fastlink at Edinburgh Park Station which has been opened and traffic continues to be monitored through the Station Access Road. This movement is being accommodated safely and it will lead to a saving as the works to the Calder Road Roundabout will not be required. This will be reported to the City Council for client approval.

5.0 Ingliston Park and Ride

Construction Works were substantially complete ready for handover to allow the Launch to be held on the 14th of July in parallel with Hermiston Park and Ride. The revised launch date is 8th September and services will commence on 11th September subject to a vote on industrial action by Lothian Buses staff.

Snagging will be carried out during the first year's defects correction period.

Training was arranged during July which was attended by tie and representatives of Lothian buses. Further arrangements will be made for training once a date is set for occupancy of the building. System supplier's representatives will be available on the first day of operation and on call following that.

Prepared by :- Lindsay Murphy 16/08/05

Approved by:- Alex Macaulay 16/08/05



Agenda Item 9

Communications

- a) **Communications Progress Report ***

* = paper enclosed (available under FOISA but subject to review under Section 5b of tie's publication scheme and exceptions in The Act)



**tie Board Update
Communications Progress Report
22 August 2005**

Communication management:

- Trams
- EARL
- FETA
- Ingliston Park + Ride Launch
- Fastlink
- Communication strategies and partners

Trams

Events of note are:

Tram Replica Event

The site next to the Scott Monument is still under discussion.

The tram will be erected on 6-7 September and open to the public from 8 September – 23 September, it will be removed on 24 & 25 September. A schedule of evening events is being documented. Two staff and a member of security will man the stand permanently, in addition engineers and tie tram staff will be needed to man the event to answer detailed questions; this list is currently being pulled together.

Naming the tram network

A paper is being taken to a special meeting of the Transport Edinburgh Steering Group on 29 August. It proposes a competition to name the Edinburgh Tram Network. It is proposed that a competition is held through the Evening News, with a judging panel made up of all relevant parties. Feedback or approval of the proposal along with the detail will be reported on next month.

Tramtime Website

The new tramtime website launched on 5 September.

Transport Co-ordinators Lunch

A lunch for key transport co-ordinators from businesses in Edinburgh was held at tie offices on 12 August. Hosted by Michael and Barry this event assisted in getting the tram message into businesses in the city. Direct

contact with each attendee will be made over the next fortnight to plan staff information through their newsletters, intranets etc.

Newsletter

Work is underway to approve the content of the next tramtime newsletter.

Press Release/statement

The TSS press release received good coverage in the business sections of press. The Landscape and Habitat Management Plan received good coverage; the NHS withdrawal received modest coverage and the forthcoming arrival of Tom Coffey, Chief Executive of the Dublin City Business Association, received a full page spread, all in the Evening News.

The Edinburgh Chamber of Commerce Magazine carried a full page article on Tom Coffey's arrival and the positive impact of trams in Edinburgh.

Edinburgh Chamber of Commerce

A breakfast is being held on 30 August with Tom Coffey in attendance, speaking positively about his experience of trams in Dublin. The stakeholder dinner, hosted by Michael Howell the evening of the 29th is receiving a good turnout with 14 confirmed attendees and a further 5 confirmations awaited.

Fringe Sunday

A stand covering trams was placed and manned the full day of Fringe Sunday, 14 August. The event was successful, providing the opportunity to speak with the public face to face about tram plans and answer their questions. Only two of the vast number of people talked to were against the plans. The overall feeling was very positive. Handouts for trams were provided.

Exhibition

A tram exhibition will take to the road in Edinburgh shortly. Covering background and area specific information on the Tram network it will be placed in shopping centres and key locations throughout the city from August to October. An advert has appeared in the Evening News to inform the public, this advert will be repeated as the dates of the exhibition draws closer.

Outlook

The September edition of Outlook will have a full page spread on trams.

Visuals

Work on visuals for Roseburn Corridor, The Gyle, Murrayfield and the Playhouse are expected to be delivered by 26 August. Once delivered, the visuals will receive a two page spread in the Evening News. These visuals will be discussed with Planning at the City of Edinburgh Council prior to release to the press.

Strategy

Work on the strategy for communications post Royal Assent (or otherwise) will start in October. This draft strategy will include the detailed communications needed for the Public Utility work and construction.

EARL

Presentations

A presentation was made to the Cockburn Society on 25 July.

Meetings

Meetings held in July:

David McLetchie MSP (Con)
Kenny McAskill MSP (SNP)
Ron Hewitt, Edinburgh Chamber of Commerce
Liz Cameron, Scottish Chambers of Commerce.

Meetings held/to be held in August:

Bristow Muldoon MSP (Lab) Convenor
Local Government and Transport
Amanda Harvie, Director, Scottish Financial Enterprise
Highlands and Islands Enterprise
Robert Samson, Rail Passengers Council
Scottish Enterprise Edinburgh and Lothians
Fiona Hyslop MSP (SNP)
George Grubb, Councillor, Queensferry Ward (Lib Dem)
Robin Harper MSP
Mark Ballard MSP (Green)
Mary Mulligan MSP (Lab)
Scottish Enterprise Forth Valley
Alastair Darling MP, Secretary of State for Transport/Scotland
Visit Scotland.

Fringe Sunday

A stand covering EARL was placed and manned the full day of Fringe Sunday, 14 August. The event was successful, providing the opportunity to speak with the public face to face about EARL plans and answer their questions. The overall feeling was very positive. Handouts for EARL were provided.

Conferences

Work is ongoing in preparation for the upcoming SNP Conference on 14-16 September. This conference is a **tie** wide approach, through EARL, showcasing **tie**'s ability to deliver large transport projects.

Work on the Infrarail Conference on 15 September and the Civils Conference on 22-24 November is also underway. These conferences are important to the credibility of EARL and form part of the trade strategy providing a platform to warming up the market place, ensuring that **tie** have the ability in the future to recruit and attract the best contractors and technical people for EARL. These conferences also provide the opportunity to show that the project is well managed and importantly, going to happen.

FETA

The communication scope for FETA's Local Transport Strategy was finalised providing a resource recommendation and a cost guideline.

This document was taken to the management team meeting in August where additional questions were answered. The management team shall recommend outsourcing the PR, Media and Communications work through a procurement process. In addition they will recommend that the work should be managed by a part time Communications Manager, employed directly by FETA.

tie has been asked to provide the interim PR and Communications support. In addition **tie** will manage the procurement process for the PR, Media and Communications contract plus the recruitment process for the Communications Manager. Both the Fife and City of Edinburgh Councils Communication Managers will be involved in these processes.

This recommendation will be put to the FETA Board meeting in September for approval.

In the interim, work to deliver 250 copies of the Local Transport Strategy document sits with **tie** to project manage and deliver.

Ingliston Park & Ride Launch

It is proposed that the Ingliston and Hermiston P+R launches take place on Thursday 8 September, prior to service starting on 11 September. Preparations are currently underway with invites due to be issued by 19 August, following the Lothian bus drivers' vote on the 18 August.

tie will work with City of Edinburgh Council to deliver the event.

Fastlink

tie await a response from Balfour Beatty on the issues faced on Fastlink. Once a response is received we will recommend and agree our communications approach based on the response and legal advice. We will work with our partners in the City of Edinburgh Council throughout this process.

Communication strategy and partners

tie and CEC continue to work together to ensure a partnership approach on all projects, where relevant. Work currently concentrates on the Ingliston Park & Ride, trams and the next edition of Outlook.

An agreed approach for protocols and process for approval and updates were agreed for trams, and more recently EARL, with the Scottish Executive. This will mean that the Scottish Executive will have a communications person attending existing meetings in the future. All parties are working well together.

The Board is asked to note the position.

Suzanne Waugh
16 August 2005



Agenda Item 10

AOB –

THE HERALD
16 AUGUST 2005

Fly in the ointment for £500m trams project

BRIAN DONNELLY

A LITTLE-KNOWN fly is threatening to halt a £500m tram project.

Periscelis nigra, which is normally found in Scandinavia and Russia, has been recorded surviving in two places only in Scotland.

The insect has entered the public domain after campaigners warned MSPs that Edinburgh City Council's plan to bring trams back could devastate its population.

The fly has made its home in a rotten elm tree close to Leith Links in the capital - near the proposed line of one of two tram routes costing £473m.

Campaigners have lodged papers with Holyrood, which is considering the plan in a private bill, highlighting the risk to the extremely rare fly and other important wildlife species.

The Friends of the Roseburn Urban Wildlife Corridor group (FRUWC) has called for studies into the impact the tram would have on the insect and on flora all along the route.

It claims previous studies have not been detailed enough. It has also raised concerns about structures along the tram route which Historic Scotland is considering listing, and what the project will mean for users of a cycle path that is to run alongside the proposed scheme.

Tina Woolnough, chair of the FRUWC, said: "We are very concerned about the impact on human users of the corridor of trams travelling at speeds of up to 50mph. We are equally concerned about the impact on this crucial wildlife corridor, which supports protected species and a vast and complex eco-system."

Historic Scotland has already forced the city council to agree to withdraw the section of the bill that removed the requirement for separate applications for consent to work in the vicinity of historic monuments.

It means that - while there are no plans that would impact the sites yet - should any work be needed near such structures, separate consent will be applied for in consultation with Historic Scotland.

Historic Scotland is considering listing the Coltbridge Viaduct, the St George's Bridge, the Ravelston Dykes Bridge and the Queensferry Road Bridge.

Transport Initiatives Edinburgh (Tie), the council-owned firm behind the trams project, said that many of its objections had been withdrawn after consultation.

A spokesman added: "Tie has conducted environmental assessments throughout the proposed route, including Roseburn.

"These assessments are ongoing, as are consultations with Historic Scotland and Scottish Natural Heritage, which as a statutory body has been closely involved in the development of our landscape and habitat management plan."

tramtime

Edinburgh's Proposed Tram Network

The City of Edinburgh Council is promoting a network of tram lines in Edinburgh. Line One will serve Haymarket, the City Centre, Leith Walk, Newhaven, Craigleith and Roseburn. Line Two will run from the City Centre to Murrayfield, South Gyle and then continue west to the airport. The tram network will deliver a 21st century transport system to the capital providing residents, commuters and tourists alike with modern, fast, efficient and clean transport that will integrate with our existing transport network.

As the Private Bills progress through the Scottish Parliament, a public exhibition will tour Edinburgh providing a chance to discover more about this exciting opportunity for the capital. The exhibition can be viewed daily at the following venues throughout August, September and October:

Date	Venue
Aug 22nd - 28th	Gyle Shopping Centre
Aug 29th - Sept 4th	Sainsbury's, Craigleith Retail Park
Sept 26th - Oct 2nd	Western General Hospital cafeteria
Oct 3rd - 9th	Ocean Terminal
Oct 10th - 14th	City of Edinburgh Council, 1 Cockburn Street



TransportEdinburgh



Dublin businessman to sell economic benefits of vision



ON THE RIGHT LINES: Despite initial doubts over loss of revenue due to roadworks, it is claimed Dublin businesses have come round to the introduction of trams

Irish success story aims to get city firms on track with trams

■ GARETH ROSE

A DUBLIN business leader is to visit Edinburgh in a bid to sell the vision of trams to city firms.

Tom Coffey will paint a picture of a cheap and reliable form of transport leading to more pedestrians and more customers in the city centre.

Mr Coffey claims trams have won over Dublin firms after initial doubts, and Transport Initiatives Edinburgh (Tie), which is behind the scheme in the Scottish capital, hopes to replicate that success.

As in Edinburgh, there were fears in Ireland that roadworks needed to put the trams in place would lead to a loss of revenue.

However, the arms-length council organisation claims the popularity of trams in Dublin has risen sharply since their introduction.

They have increased the number of pedestrians in the city centre, creating more potential customers for shops, and provided a cheap alternative to cars for employees trying to get to work, says Tie. Ultimately, Tie claims,

they have led to an increase in profits for Dublin companies.

Now Mr Coffey, chief executive of the Dublin City Business Association, has been booked to visit Edinburgh at the end of the month to talk to firms about the advantages of having trams.

The announcement was today welcomed by Edinburgh traders.

Tim Steward, chairman of the Edinburgh branch of the Federation of Small Businesses, said: "There are concerns about the plans to bring back trams. When tram lines are put in there will be disruption to businesses in the short term.

"It will be small companies that pay in the short term, but in the long term it will be good for businesses and good for Edinburgh."

Tie claims the introduction of trams has also led to an increase of up to 15 per cent in property prices near lines, and more public confidence in public transport.

It also estimates that about 50 per cent of tram users in Dublin are former drivers, which has seen congestion reduce significantly.

Mr Coffey's visit comes as the concept of trams is beginning to prove more popular with city firms. Last month, Royal Mail and Network Rail agreed to back the scheme, adding their names to a long list of one-time objectors who are now supporters, which includes The Royal Yacht Britannia, Forth Ports, Ocean Terminal and Historic Scotland.

Meanwhile, exhibitions are set to be held across the Capital updating residents on the plans to reintroduce trams to Edinburgh.

Anyone who attends one of the five briefings will also hear about the progress of the proposals in Scottish Parliament. The parliamentary Bill which would pave the way for the trams is being considered at committee level.

There will then be a Holyrood debate among MSPs, before Royal Assent for the scheme is granted, possibly in December this year.

A spokesman for Tie said: "We have been working to create clear pictures and provide more information to give the public a good idea of what modern trams are really like, by looking at the success of other cities with trams."

■ TIE will be holding exhibitions at five different locations:

■ The Gyle Shopping Centre, from August 22 to 28,

■ Sainsbury's, in Craigleith Retail Park, between August 29 and September 4.

■ The Western General Hospital cafeteria, from September 26 to October 2.

■ Ocean Terminal, in Leith, between October 3 and 9.

■ Edinburgh City Council, between October 10 and 14.

CAPITAL LAYS GROUND FOR TRANSPORT SHAKE-UP

A CONFERENCE is set to be held in the Capital to explain a Scotland's transport shake-up.

The Scottish Executive is overseeing the revamp, which includes strengthening existing "regional transport partnerships".

Next month's one-day conference, at the Grosvenor Hotel in Edinburgh, will explain to transport experts

and businesses what the changes will mean.

Transport Minister Tavish Scott will give a keynote speech at the meeting on Tuesday, September 27.

Michael Howell, the chief executive of Transport Initiatives Edinburgh (Tie) - the company hoping to reintroduce trams in Edinburgh - will also speak.

Transport vision still right on track

Six months after the city rejected tolls, **Andrew Burns** looks at the alternatives

SIX months is a long time in politics, but that's how long it's been since the people of Edinburgh were asked to vote on the future of transport in the city.

At the time of the referendum, I gave my support to the "Preferred Strategy", which included congestion charging, because I believed, and still do, that those living and working in Edinburgh want a city with less traffic, reduced congestion, cleaner air and more public transport.

The revenue from congestion charging would have given us greater scope to achieve all of this. However, the public decided against this option and the City of Edinburgh Council listened and will not include congestion charging in its future plans.

For the last six months we've been moving forward with the "Base Strategy", which was voted for in February. This includes many major, high-profile projects which will shape the future of travel in the coming years. For example, Tram Lines 1 and 2 (to the north and west of the city respectively), which will hopefully be approved by the Scottish Parliament early next year.

However, other vital projects are going on across the city, with many being introduced this year – including new park-and-ride facilities at Ingliston and Hermiston which will open soon and provide more than 1000 car parking spaces and a high-speed, regular bus service into the centre.

A key element of any transport

strategy is making sure roads, and pavements, are safe for those using them. Improving road safety is the reason behind many of the city's transport projects. For example, speed reducing and traffic-calming measures in residential and school areas will be in place on 35 per cent of roads by next March.

The Kerbcraft pilot project of child pedestrian schemes providing roadside training to five to seven-year-olds has also been hugely successful. Now in its second year, pedestrian skills training has been given to primary school children in seven north Edinburgh schools. Granton

"Congestion charging may be dead, but Edinburgh's transport future is not and the city council will continue in its best efforts to develop the Capital's infrastructure"

Primary won Kerbcraft School of the Year in 2005 – one of only two UK schools to receive the award.

This type of on-going safety programme makes a real difference to accidents across the city – casualties in Edinburgh have fallen by 27 per cent in the last ten years, with serious injuries reduced by more than 60 per cent, plus there have been no child fatalities in the city since 2003.

Parking is another area we're taking a closer look at.

We're currently reviewing our parking strategy, which will address the potential for tailoring controlled parking arrangements

to better meet the needs of the local business community. There's also a proposed extension to the controlled parking zone, which will mean commuters parking in certain residential areas will have to pay – look out for more information on this soon.

Edinburgh is in a unique position in terms of public transport use, with nearly 30 per cent of commuters travelling to work by bus.

Now that normal service provided by Lothian Buses' drivers is being resumed we can look to the future of our bus network and making public transport an even easier alternative across the city.

Previous projects such as Greenways, bus lanes and Fastlink – the UK's longest section of continuous guideway – have already made getting around by bus more efficient and we will continue to build on this. Ongoing bus priority schemes will see roundabouts replaced to give buses greater priority over other traffic.

For example, starting in November, a £1.2 million redevelopment of Milton Link/Duddingston Road will begin and will remove the roundabout and replace it to the benefit of buses, pedestrians and cyclists.

The real-time information

project, known as BusTracker, will also expand in coming months in the south and west of the city. This means that when you're waiting for a bus, a sign will tell you exactly when to expect it and will make planning your journey much more accurate.

That's just an idea of some of the work that's being done by the council behind the scenes – as each project is completed we will let you know and then move on to the next one.

Early next year we'll revise our Local Transport Strategy, which will provide a timeline for the delivery of all these projects and more – including the implementation of the tram network from 2009.

Congestion charging may be dead, but Edinburgh's transport future is not and we will continue in our best efforts to develop the city's infrastructure.

The council is fully committed to ensuring Edinburgh continues to be a successful and dynamic city that provides the highest quality of life. A successful transport network remains central to ensuring that goal is achieved.

■ *Councillor Andrew Burns is executive member for transport at Edinburgh City Council*

YOUR SAY Is the city council doing enough to improve transport in Edinburgh?

Tel: 0131 620 8692

email: letters_en@edinburghnews.com

Altered trams plan gets NHS back on board

HEALTH bosses have withdrawn their objection to plans for an Edinburgh tram line which would run over their land.

NHS Lothian complained that proposals for one of the lines would mean car parking spaces would be lost to the rear of health service buildings on Leith Walk.

The plans called for a substation for Line One to be built across car parks at Inchkeith House and Allander House, two NHS-owned buildings used for training.

But tram chiefs have agreed to amend their designs, leaving enough space for NHS needs.

Murray Duncanson, chief operating officer for NHS Lothian Primary Care Organisation, said: "Our objections were not to the tram proposals but to the potential loss of use of car parking facilities at Allander House.

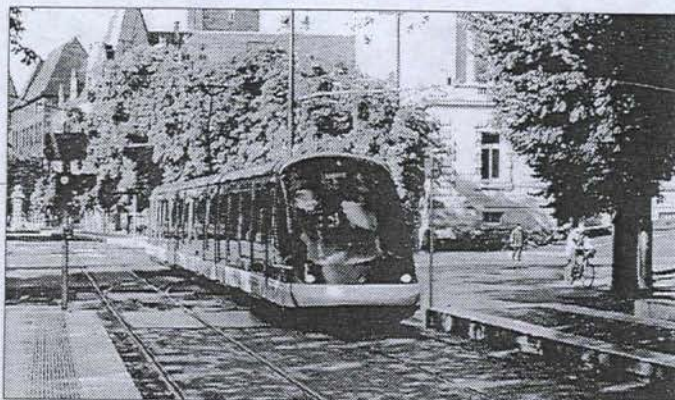
"Spaces are needed for staff going to Allander House, Inchkeith House and for people using Leith Community Treatment Centre."

Listen to objections and realign tram route

MARK BALLARD MSP is right to be concerned about the impact of Tram Line One on the Roseburn Corridor, a designated urban wildlife site (News, July 25).

The council's wholly-owned company, Transport Initiatives Edinburgh (TIE) has indeed commissioned some survey work on badgers and trees, but has not done adequate surveys of anything else, including bats (roosts are protected), wildflowers, ground cover, insects, mammals (evidence of roe deer has been noted) or the general impact of the tram on the whole foodchain and eco-system of the Roseburn Corridor.

As objectors to the Tram Line One Bill, we are advocating a more direct, on-road alignment which would preserve the corridor. The council, and TIE, have listened to big business objectors at the



FEARS: Probable impact of Tram Line One has caused concern

Waterfront and at Haymarket and have changed the tram alignment in those locations.

We hope they will listen to local people and the thousands of users of the corridor who do not wish to

see the corridor despoiled by trams travelling at 50mph.

**Tina Woolnough, chair,
Friends of the Roseburn
Urban Wildlife Corridor,
Craigleith View, Edinburgh**



CONFIDENT: Michael Howell

Firm brought on board to help get city trams on track

THE company responsible for bringing trams back to the streets of Edinburgh has appointed one of the best-known names in the industry to provide technical support services.

City council-backed Transport Initiatives Edinburgh (TIE) said the agreement with Scott Wilson Railways followed an "extensive and comprehensive procurement process".

The other firms involved in the competitive tender were Parsons Brinkerhoff, WS Atkins, Mott MacDonald, EarthTec, Babbie and CDL.

The Scott Wilson team will include expertise from Turner & Townsend, Interfleet Technology and Aedas Architects, who will work with TIE and the city council to provide additional technical resources to the project management team.

Scott Wilson's contract will have built-in breaks, which allow the contract to be reviewed at key stages of the project.

The firm has experience of developing tram systems in UK cities such as Nottingham, Sheffield and Manchester.

TIE chief executive Michael Howell said: "We look forward to working with Scott Wilson Railways.

"With their experience, I am confident that they will be a valuable addition to the team."

Tram won't trouble the city's wildlife, say transport chiefs

Study finds network would have 'little impact' on coastal bird population

ALAN McEWEN

TRANSPORT chiefs have refuted claims that the proposed tram network will damage the city's wildlife after carrying out a major environmental survey.

The survey found that the tram system would have "little, if any, impact" on birds which roost on the Starbank foreshore between Leith Docks and Granton Harbour.

Environmental campaigners claimed Tram Line One would badly affect the coastal bird population. But council-owned firm Transport Initiatives Edinburgh (Tie), which is behind the project, dismissed the claims after commissioning a study in consultation with Scottish Natural Heritage.

The Starbank foreshore has been designated a Firth of Forth Special Protection Area and a Site of Special Scientific Interest. Among the birds which visit the area are red-throated divers, Slavonian grebes, golden plovers, bar-tailed godwits, geese, shelducks and great crested grebes.

The survey recorded the species, numbers and distribution of coastal birds over a period of around 12 months. Researchers found that the site where the tram walkway would be constructed is "rarely used" by birds known to roost and feed in the area.

Instead, they identified Granton East Harbour, which will not be affected by the walkway, as the spot where birds preferred to gather and feed.

Tram Line One will be a circular route serving



LEITH LINK: Trams and Forth wildlife will mix, according to Tie's chief Michael Howell, below

Princes Street, Leith Walk, Newhaven, Granton and Haymarket.

Tie chief executive Michael Howell said: "It is essential we continue to carry out these environmental surveys and research, therefore ensuring that the local environment and wildlife are looked after both during and after construction of the tram network.

"Tie is committed to the preservation, protection and improvement of existing plants and habitats along the tram routes and we will continue to work close-

ly with local environmental bodies to identify and address any potential concerns well before construction begins."

The Starbank Foreshore Bird Survey was carried out by Environmental Resources Management between February 2004 and January this year.

Dr Dan Barlow, head of research at Friends of the Earth Scotland, said: "We are reassured by the findings that Tie seem to have uncovered.

"It has always been our long-held belief that the environmental and health effects that might be accrued in the city will be far outweighed by the benefits of the tram scheme."

Another area where the effect of the proposals is being investigated is the Roseburn corridor, which is currently used as a footpath and

cycleway and which has been designated by the city council as an Urban Wildlife Site.

Tie has commissioned research into the effect of trams, with particular attention paid to the impact on trees and badgers.

Lothians Green MSP Mark Ballard, said: "I welcome the fact that Tie is undertaking tree and badger survey work in the Roseburn corridor.

"This area has been designated by City of Edinburgh Council as an urban wildlife site and a large number of residents have written to me with fears that the existing amenity and wildlife of the Roseburn corridor will be adversely affected by the tram line.

"I do, however, have concerns about the social and environmental impact of developments at the Granton Waterfront."

